

COAST GUARD BULLETIN



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BOARD APPOINTED TO INVESTIGATE TEXAS CITY SHIP EXPLOSION

The recent ship explosion at Texas City, Tex., is now under investigation by a board appointed by the Commandant of the Coast Guard under powers derived from marine inspection legislation. This board consists of Rear Admiral G. T. Finlay, commander of the Coast Guard district in which Texas City is located; Captain Joseph A. Kerrins, from Coast Guard Headquarters where he is secretary of the Merchant Marine Council; and Lt. Comdr. Hugh F. Cobb, chief marine inspection officer at Galveston.

The board will be assisted by Mr. William T. Butler, chief of the hazard-prevention section in the office of merchant marine safety at Coast Guard Headquarters, who will serve as technical advisor.

SHIPS OF CADET PRACTICE CRUISE TO LEAVE NEW LONDON ON JUNE 4

The cutter *Campbell* (WPG-32), and the Coast Guard training ship *Eagle* (WIX-327) will make the summer practice cruise of the Coast Guard Academy, carrying cadets of the first and third classes. There will be approximately 25 officers, 180 cadets, and 120 enlisted men on the two ships. Capt. M. H. Im-lay will be the commander of the Cadet Practice Squadron, and will be aboard the C. G. C. *Eagle*. The squadron will depart from New London on June 4 and will return to that point on August 22, making stops at Bermuda, San Juan, Nassau, Miami, Quantico, and New York.

NAVIGATION AND VESSEL INSPECTION WAIVERS AUTHORIZED BY CONGRESS

Compliance with the navigation and vessel inspection laws may be waived by the Commandant of the Coast Guard for a 12-month period ending April 1, 1948, under a Joint Resolution of Congress which has become public law.

House Joint Resolution 76, which was signed by the President on March 31, 1947, and became Public Law 27, 80th Congress is quoted as follows:

JOINT RESOLUTION

"Authorizing the Commandant of the United States Coast Guard to waive compliance with the navigation and vessel-inspection laws administered by the Coast Guard.

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That effective April 1, 1947, the Commandant, United States Coast Guard, is authorized to waive compliance with the navigation and vessel-inspection laws administered by the Coast Guard to the extent and in such manner and upon such terms as may be deemed necessary by him in the orderly reconversion of the merchant marine from wartime to peacetime operations.

SEC. 2 The authority granted by this resolution shall remain in force only until April 1, 1948: *Provided*, That after June 1, 1947, the Commandant shall not waive compliance with those sections of the navigation and vessel-inspection laws requiring the employment of American citizens as officers and crew members and limiting the employment of aliens except insofar as such employment shall be in the steward's depart-

¹ Published with the approval of the Director of the Budget.

ment of vessels authorized to carry in excess of twelve passengers."

H R. 1240, which was also signed by the President on March 31, 1947, and became Public Law 28, 80th Congress, is quoted as follows:

"Pursuant to the authority vested in the Commandant USCG by the Act of March 31, 1947 (Public Law 27, 80th Congress) I hereby find that the continuation of all currently effective waiver orders, including regulations and instructions relating thereto, which were issued pursuant to title V, Second War Powers Act (50 U. S. C. 635) as amended and extended, affecting laws and regulations relating to navigation and vessel inspection administered by the Coast Guard, is presently necessary in the orderly reconversion of the merchant marine from a wartime to a normal peacetime basis. Accordingly, all such orders, regulations, and instructions are hereby ratified, affirmed and continued in force until modified, suspended or rescinded".

"AN ACT

"To provide for the suspension of navigation and vessel inspection laws, as applied to vessels operated by the War Department, upon the termination of title V, Second War Powers Act, 1942, as amended.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That upon the termination of title V of the Second War Powers Act, 1942, as last amended by the Act of June 29, 1946 (Public Law 475, Seventy-ninth Congress), and upon request of the Secretary of War to the head of each department or agency responsible for the administration of navigation and vessel inspection laws, the operation of all such laws of which suspension is so requested shall be suspended in relation to all vessels operated by the War Department as to which such suspension has been requested: *Provided,* That such suspension shall be effective only until December 31, 1941."

NEARLY 800 QUALIFY FOR 1947

COAST GUARD ACADEMY EXAMINATIONS

Nearly 800 young men throughout the country qualified to take the examinations for appointments as cadets at the Coast Guard Academy, just prior to the holding of the examinations on May 7-8.

The examinations were held in 64 cities, in all parts of continental United States, Puerto Rico, the Hawaiian Islands, and Alaska.

Candidates had the option to select the examination center at which they would compete. Just prior to the opening of the examinations, the principal points favored were the following, in the order of the number of men selecting each: New York, N. Y.; Boston, Mass.; New London, Conn.; Philadelphia, Pa.; Washington, D. C.; Pittsburgh, Pa.; Chicago, Ill.; Cleveland, Ohio; Buffalo, N. Y.; Baltimore, Md.; Los Angeles, Calif.; and San Francisco, Calif.

Special experimental radar equipment has been mounted above the lanterns of the following lighted buoys:

Craighill Channel Lighted Buoy 10, in the approach to Baltimore Harbor.
Cutoff Channel Lighted Buoy 14K, in the approach to Baltimore Harbor.
Upper Chesapeake Bay Lighted Bell Buoy 3.

INTERNATIONAL MARINE RADIO AIDS CONFERENCE OPENS IN NEW YORK

An International Meeting on Marine Radio Aids to Navigation held in New York and New London, Conn., was opened on April 28. The meeting was scheduled to continue approximately 2 weeks.

Delegates were invited from 57 maritime nations of the world. Registration of delegates, opening ceremonies, and presentation of papers took place in New York the entire first week of the meeting, at Roosevelt Hotel.

The second week of the meeting included 3 days of actual demonstration of shipboard equipment and 2 days of final discussion and closing ceremonies. New London, Conn., was selected for shipboard demonstrations because of suitable permanent radio aids to navigation just outside the harbor and the installation of special radar beacon and radar-reflector buoy equipment in the vicinity. Headquarters for the demonstrations and closing discussions was the U. S. Coast Guard Academy.

The chairman of the United States delegation was Mr. John S. Cross, U. S. State Department, the presiding chairman being Dr. William L. Everitt, University of Illinois. Capt. Harold C. Moore, USCG, was the Coast Guard delegate to the U. S. delegation. The program coordinator was Lieutenant

Commander Loren E. Brunner, USCG, U. S. Coast Guard Headquarters, Washington, D. C.

The basic purpose of the conference was the presentation of broad and objective views of the world radio aids to marine navigation problem and suggested solution to the problem.

In New York, American manufacturers exhibited loran, radar, radio beacon timers, VHF radio telephone, fathometers and other marine navigational equipment.

In New London, the Coast Guard Cutter *Campbell*, the U. S. Maritime Service training vessel *American Sailor* and the Coast and Geodetic Survey vessel *Lydonia* proceeded to and from sea with the equipment being demonstrated to guests. A welcoming address was given by Rear Admiral James Pine, USCG, Superintendent U. S. Coast Guard Academy.

The following Coast Guard officers from the fields of communications, aids to navigation, and electronics presented some of the practical aspects of the installation and operation of equipment and systems:

World Progress in Radio Navigational Aids, Rear Admiral Earl G. Rose, USCG Chief, Office of Operations.

World Application of Loran, Capt. Lawrence M. Harding, USCG, Chief, Electronics Engineering Division.

New Developments in Loran Receiver Indicators, Comdr. Peter V. Colmar, USCG, Electronics Instructor, U. S. Coast Guard Academy.

Marine Radio Aids to Navigation Broadcasts, Comdr. Earl K. Rhodes, USCG, Assistant Chief, Communications Division.

U. S. Anti-Collision and Navigational Radar, Comdr. Oscar C. Rohnke, USCG, Commanding Officer, *Campbell*.

Ocean Station Vessel Marine Services, Van A. Graves, USCG, Chief, Aerology and Oceanography Division.

Utilization of Radar Beacons and Reflectors, Lt. Comdr. Guy L. Ottinger, USCG, Assistant Chief, Electronics Engineering Division.

U. S. Marine Radio Beacons, Lt. Comdr. Clarence N. Daniel, USCG Assistant Chief, Aids to Navigation Division.

AIDS TO NAVIGATION MANUAL NOW AVAILABLE IN COM- PLETED FORM

The 17 final sections of the manual, Aids to Navigation, prepared in loose-

leaf form, have now been issued, and the publication made available for distribution within the service. This manual covers all types of aids to navigation, including lighthouses, lightships, radiobeacons, buoys, and daybeacons. It is chiefly a history of the system of aids to navigation, to which has been appended certain operating instructions.

THIRD DISTRICT AUXILIARY TO PATROL ALBANY-NEW YORK OUTBOARD RACE

The safety patrol of the Albany-New York Outboard Motorboat Race, to be held on May 25, is to be carried out by the Coast Guard Auxiliary of the Third Coast Guard District, under the direction of regular service personnel. This event marks the revival of a racing event which has been dormant for the past six years, and a large attendance is expected, particularly in the form of small craft moored along the course.

It is expected that at least 10 Coast Guard Auxiliary craft will be stationed at strategic points along the 124-mile course. Flotilla 108 of the Lower Hudson Division will provide air coverage with several of their aircraft.

The Coast Guard's loran monitor stations at Angaur and Palau Islands, and at Subic Bay in the Philippine Islands, have been permanently disestablished.

MANY COAST GUARD PLANES EQUIPPED TO CARRY AIR- BORNE LIFEBOATS

Many Coast Guard airplanes, used for search and rescue purposes, are now equipped to carry air-borne lifeboats for dropping by parachute to survivors at sea when sea conditions make it impracticable for the plane to make an open sea landing.

These lifeboats are the 18-foot Navy type, AR-8, carried by the PB-5A; and the 27 foot Army type, A-1, carried by the PB-1G (B-17). They differ in that the AR-8 has 1 engine and accommodates 8 survivors with water and provisions for approximately 10 days, while the A-1 boat has 2 engines and accommodates 12 survivors with water and provisions for approximately 3 weeks. Both boats carry a set of sails. The AR-8, which is double ended, weighs approximately 1,500 pounds, while the A-1 weighs about 3,500 pounds. These boats are dropped suspended under a cluster of parachutes which are con-

nected to the boat by a large fore and aft wire rope sling. This sling is utilized in recovering the boat at sea.

PBY-5A planes which carry AR-8 Air-borne lifeboats are operated from the following air stations:

Coast Guard Air Station, Salem, Mass.....	1
Coast Guard Air Station, Brooklyn, N. Y.....	1
Coast Guard Air Station, Elizabeth City, N. C.....	2
Coast Guard Air Station, Miami, Fla.....	1
Coast Guard Air Station, St. Petersburg, Fla.....	1
Coast Guard Air Station, Biloxi, Miss.....	1
Coast Guard Air Station, Traverse City, Mich.....	1
Coast Guard Air Station, San Diego, Calif.....	2
Coast Guard Air Station, South San Francisco, Calif.....	2
Coast Guard Air Station, Port Angeles, Washington.....	1

PB-1G (B-17) planes which carry A-1 air-borne lifeboats are operated from the following air stations:

Coast Guard Air Detachment, Argentia, Newfoundland.....	1
Coast Guard Air Station, Brooklyn, N. Y.....	1
Coast Guard Air Station, San Diego, Calif.....	1
Coast Guard Air Station, South San Francisco, Calif.....	1
Coast Guard Air Station, Elizabeth City, N. C.....	2

ILLINOIS VETERANS' BONUS AVAILABLE TO COAST GUARDSMEN

All Coast Guard personnel who were residents of the State of Illinois and were on active duty during all or any part of the period September 16, 1940-September 2, 1945, inclusive are eligible to receive the Illinois veterans' bonus. Applications may be obtained from the Director, Service Recognition Board, 218 West Monroe Street, Chicago 6, Ill.

GREAT LAKES AUXILIARISTS PREPARE EXHIBITS FOR SPORTSMAN SHOWS

Coast Guard Auxiliary flotillas of the 9th Coast Guard District prepared exhibits for several motorboat and sportsman shows held in the Great Lakes area during the past few weeks. These

included the Chicago Motorboat and Sportsman Shows, the Buffalo Sportsman Show, the Rochester Sportsman Show, and the Grand Rapids Sportsman Show. The latter two were in progress during the week of April 6-12. At all of these shows, the Auxiliary had uniformed members in attendance, to acquaint the general public with the work of the Auxiliary.

The *Jonquil* (WAGL-330) has been converted to a tender class cutter, and will be used in the servicing of aids to navigation.

ARTICLE ON COAST GUARD COMMUNICATIONS BY THE COMMANDANT REPRINTED

There has just been reprinted for limited distribution, an article entitled "The Coast Guard Operates Through Communications" by Admiral Joseph J. Farley, which was published in the Bell Telephone Magazine. This article, accompanied by many illustrations, describes the Coast Guard communication system, with special emphasis on its utilization in rescue and other emergency work. The reprint contains 23 pages.

NEW MEDALS AND RIBBONS ARE AUTHORIZED

A new medal for service in China, a Navy occupation service medal, and a Philippine Independence ribbon, have recently been authorized, and may be worn by eligible Coast Guard personnel.

The China Service Medal was established by Navy Department General Order 176 of July 1, 1942, to commemorate the services performed by naval personnel during operations in China from July 7, 1937, to September 7, 1939. The eligibility period for this award has been extended to include the period of operations in China subsequent to September 2, 1945, and until a terminal date to be designated. The same medal and ribbon will be awarded under this extension except that a bronze star on the medal or ribbon will be authorized in lieu of a second award. Regulations governing the award relative to areas, organizations, units, ships and individual eligibility will be promulgated later.

The Secretary of the Navy has established a Navy Occupation Service Medal to commemorate the services performed by the personnel of the Navy, Marine

Corps, and Coast Guard in the occupation of certain territories of the enemies of the United States during World War II. Regulations governing the award relative to areas, organizations, units, and ships will be promulgated later.

The President of the United States on February 17, 1947, approved, for Coast Guard personnel, the wearing of the Philippine Independence Ribbon, which was authorized pursuant to authority from the President of the Philippines, as promulgated in General Order 383, Commonwealth of the Philippines, Army Headquarters, July 3, 1946. No medal is involved or represented by this ribbon. In connection with this authorization the following information is pertinent: Members of the armed forces of the United States who were on active duty service in Philippine territory, including its territorial waters, on July 4, 1946, are eligible to wear this ribbon. For purposes of determining eligibility for this award, "Philippine Territory and its territorial waters" is further defined as being the Philippine Archipelago (except Palmas Island). The boundaries of the Philippine Archipelago are fully defined on page 2 of the U. S. Coast and Geodetic Survey publication "United States Coast Pilot, Philippine Islands—Part I, Luzon, Mindoro and Visayas."

FOURTH DISTRICT AUXILIARY MAKES PLANS FOR FIRST ANNUAL RENDEZVOUS

Plans for its first annual rendezvous, to be held at Cape May, N. J., May 2, 3, and 4, have already been made by the Coast Guard Auxiliary of the Fourth Coast Guard District, by a committee appointed for the purpose some time ago. The committee has announced that it has arranged for a predicted log race to Cape May; dinghy races, rowing and outboard; a baseball game; a buffet supper and dance at the Cape May Coast Guard Base; small sailing class boat races; an offshore sailing race; a breeches buoy race; a capsized race; a rescue by a helicopter, and many other events.

A radar reflector has been installed, for experimental purposes, on Main Channel Lighted Bell Buoy 20A, in the Narrows in the approach to New York Harbor.

NEW TYPE OF ELECTRONIC FOG SIGNAL IS GIVEN TESTS AT CAPE HENRY

Tests of a new type of electronic fog signal were held in the vicinity of Chesapeake Lightship, off Cape Henry, Va., on March 21. This signal is being developed for possible use on an unattended light ship, and in the tests, comparisons were made with a diaphone signal and Tyfon air horn.

The new type of fog signal has been developed by the Coast Guard and built for it by the Radio Corporation of America. It consists essentially of 180 reproducers mounted on a 5-sided steel structure and fed by 3 thyatron inverters, each inverter being driven by an oscillator working on a different frequency. The three frequencies used are 700, 735, and 885 cycles per second.

One of the purposes of developing this entirely new type of fog signal is to obtain a device not requiring the comparatively heavy equipment such as air compressors and air tanks necessary with most types of compressed air fog signal.

Among the customary standards which must be met by the new signal if it is to be adopted are: A distinctive sound readily picked out by mariners, and adaptability to coding. The latter characteristic requires that the signal reach maximum intensity quickly and that the sound not trail off at the end of the blasts. This is necessary where sounding is done on an accurately timed program.

CALIFORNIA AUXILIARY HOLDS OVER-THE-BOTTOM MOTOR CRUISER RACES

As a public demonstration of the practical aspects of its schooling in piloting and handling small boats, the Coast Guard Auxiliary of the 12th Naval District held an over-the-bottom cruiser race off San Francisco on April 12. The event attracted considerable attention and served to introduce both the Auxiliary and its courtesy boat inspection program to the yachting public. Continuance of these boat handling events is assured by the offering of a number of awards and trophies provided by local individuals and organizations interested in the sport.

TENDER CLASS CUTTER ILEX IS DECOMMISSIONED AND IS TO BE SOLD

The Tender Class Cutter *Ilex*, originally a mine-planter built for the War Department in World War I, and for many years used for lighthouse purposes on the coast of Maine and New Hampshire, has been decommissioned and is to be sold. The *Ilex* (WAGL-222) was built in 1919, and was a vessel 172 feet in length and 32 feet beam. It was one of six ships of this type transferred from the War Department to the Lighthouse Service in 1923. The *Ilex* arrived at the Naval Shipyard, Charleston, S. C., on March 13, for decommissioning.

NO AUTHORITY TO REQUIRE INSTALLATION OF RADAR ON MERCHANT SHIPS

That there is no authority under the statutes administered by the Coast Guard, on vessel inspection and navigation, whereby radar may be required as navigational safety equipment on merchant vessels, is the opinion of the Chief Counsel at Coast Guard Headquarters.

This is of interest, in the light of a recent court decision, in which it was held to be negligence where radar equipment and radar operators, both capable of functioning, were not employed during a period of low visibility. From these opinions it may be concluded that merchant vessels may be held at fault where radar equipment is installed and is in usable condition and its non-use during periods of low visibility contributes to a collision; but that the installation of such equipment is solely within the discretion of the vessel operator.

CUTTER "MANGROVE" DECOM- MISSIONED AFTER 50 YEARS OF SERVICE

The Tender Class Cutter *Mangrove* (WAGL-232), which was sold in March after having been decommissioned the previous August, had completed practically 50 years of service in the work of tending aids to navigation. The *Mangrove* was built in 1897, at a cost of about \$75,000, when the lighthouses and other aids to navigation were administered by the Lighthouse Board of the Treasury Department.

This vessel was assigned first to the 7th lighthouse district, embracing the

waters of southern and western Florida, and in 1913 transferred to the 6th lighthouse district, taking in the waters of South Carolina, Georgia, and much of the Florida east coast. The vessel, for many years, was based at Charleston, S. C., and was engaged in maintaining the buoyage system and in delivering supplies to light stations.

REAR ADMIRAL CARMINE DIES

Rear Admiral George Creighton Carmine, USCG, (ret), died at Preston, Md., April 7, and was buried in the Arlington National Cemetery, Arlington, Va.

He was born in Maryland and entered the Revenue Cutter Service as a cadet from that State on May 23, 1888. On December 12, 1890, he was appointed a third lieutenant, became second lieutenant on January 17, 1895, and first lieutenant on April 13, 1902. He participated in several spectacular rescues in Chesapeake Bay 35 years ago, and was specially commended, as the commanding officer of a cutter which aided in the rescue of survivors following the collision of a vessel of the Luckenbach line and a British steamer.

During World War I, Rear Admiral Carmine served in convoy duty, for which service he was awarded the Navy Cross. After the war, he served at Headquarters in Washington as inspector of hulls. He retired from active duty in 1929.

DECORATIONS AND AWARDS MADE SINCE MARCH

LEGION OF MERIT

Dempwolf, Ralph W., rear admiral (retired)
Ryan, Michael J., rear admiral (retired)

BRONZE STAR MEDAL

Johnson, Owen J., lieutenant (jg) (R)
Maina, Everett, lieutenant (jg) (R)

COMMENDATION RIBBON

Barnes, Eddie W., CM3c(R)
Butler, Marshall J., Slc(R)
Butler, Richard, Slc(R)
Carson, Robert E., QMlc(R)
Czachowski, Henry C., MoMM3c(R)
Duffey, David L., PhMlc(R)
Fisher, Kenneth J., EM3c(R)
George, Justin V., SC3c(R)
Haire, Andrew J., Jr., lieutenant (R)
Hester, Joseph A., St2c(R)

Hindermann, Richard L., ensign (R)
 Hindman, James G., STM1c(R)
 King, Roy E., MoMM2c(R)
 Kreider, William J., RM2c(R)
 Kwelberg, Sam, S1c(R)
 Lashorne, Paul R., SM2c(R)
 Lea, Reedle L., S1c(R)
 Matarazzo, Orlando J., SC1c(R)
 McLaughlin, Hugh D., Jr., Sp(CW)2c(R)
 McNemer, George W., MoMM3c(R)
 Moehring, Harold J., SC3c(R)
 Mouw, William J., SC3c(R)
 Navigante, Louis, S1c
 Palko, George, MoMM2c(R)
 Paterna, William J., Y3c(R)
 Perlick, Domenic P., MoMM2c(R)
 Perry, Anthony Jr., MoMM3c(R)
 Sabel, Karl, MoMM3c(R)
 Schoenecker, Bartholomew J., MoMM1c(R)
 Stahlecker, Edward F., Cox(R)
 Stanaszek, Alfred F., BM2c
 Thomas, Robert H., MoMM3c(R)
 Thorneberry, William C., CMM(M)
 Timbone, John, RM1c(R)
 Watt, Roy E., SM1c(R)
 Westfall, Neale O., lieutenant (R)
 Westlund, Carl Eric, chief machinist (retired)

COMMANDANT'S CITATION

Doyle, Martin A., captain
 Martin, John F., lieutenant commander
 Walters, Alvin C., lieutenant commander

CHANGES IN VESSEL STATUS

Tamaroa (WAT-166)

Placed in commission March 25, 1947;
 permanent station designated as Staple-
 ton, Staten Island, N. Y.

Mocoma (WPG-163)

Placed in commission March 21, 1947;
 permanent station designated as Miami,
 Fla.

Acushnet (WAT-167)

Arrived Charleston Naval Shipyard
 March 24, 1947, with *Yamacraw*
 (WARC-133) in tow.

Tioga (WYT-74)

Sold at Yard by War Shipping Ad-
 ministration on March 22, 1947.

Raritan (WYT-93)

Arrived at Yard March 25, 1947, with
Air Hawk and *Air Swallow* in tow.

Vigilant (WSC-154)

Arrived at Yard with *Air Falcon* in
 tow.

Air Killdeer

Declared available for disposal.

Air Partridge

Declared available for disposal.

Air Peacock

Declared available for disposal.

Air Ruff

Declared available for disposal.

Air Tanager

Declared available for disposal.

Bison (WIX-347)

Sold at Yard.

Cypress (WAGL-211)

Sold at Yard.

Arundel (WYT-90)

Authority granted 1st District to
 place in full commission. Permanent
 station assigned at Bourne, Mass.

Kaw (WYT-61)

Permanent station changed from
 Sandwich, Mass., to Portland, Maine.

Tuckahoe (WYT-89)

To be placed in full commission in
 the 8th District and transferred to the
 3d District for duty.

Chinook (WYT-96)

Placed in full operating status at
 Yard.

Cuyahoga (WSC-157)

Ordered to Yard. Permanent station
 changed from Norfolk, Va., to Curtis
 Bay, Md.

Northwind (WAG-282)

Ordered placed "in commission-in re-
 serve" in the 13th District.

Manitou (WYT-60)

Placed "in commission-in reserve" at
 Philadelphia, Pa.

Air Grebe (WAVR-426)

Decommissioned for disposal at Ken-
 nydale, Wash.

Air Finch (WAVR-422)

Decommissioned for disposal at Ken-
 nydale, Wash.

CHANGES IN ASSIGNMENT

- Capt. Anthony M. Zibilich, from 8th Coast Guard District to indefinite sick leave.
- Capt. John E. Fairbank, from Superintendent of Ships, San Pedro, Calif., to *Bibb*.
- Lt. Comdr. James E. Williams, from Coast Guard Air Station, Salem, Mass., to AAF Base Unit, Chanute Field, Ill., for instruction.
- Lt. Comdr. Myron W. Caskey, assumed duty as Supervisor of Shipbuilding and Naval Inspector of Ordnance, San Pedro, Calif.
- Lt. Comdr. Karl A. E. Lindquist, orders to *Baswood* canceled. From *ARGO* to 12th District Office.

HOME PENDING RETIREMENT

- Lt. Comdr. Albert W. Van Deventer

RETIREMENTS

- Capt. Henry J. Betzmer
Commander Clarence Herbert
- Lt. Comdr. Frank F. Crump (20 years)
Lt. Comdr. Mudge A. Ransom (20 years)
Lt. Comdr. Sverre Halvorsen (30 years)
Lt. Comdr. Edward J. Fleming, USCGR
Lt. Comdr. Joseph L. Temple
Lt. Comdr. Tyre Moore

DISCHARGE

- Lt. Comdr. Thomas Hirschman, USCGR
(by reason of attaining statutory age of 64 years)

DEATHS

- Rear Admiral George C. Carmine
(ret.)—April 7, 1947
- Captain Horatio Nelson Wood (ret.)—
April 12, 1947

PUBLIC LAW

MAY 24 1947

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